



Transportation



Division I

COUNTIES SERVED | Bertie, Camden, Chowan, Currituck, Dare, Gates, Hertford, Hyde, Martin, Northampton, Pasquotank, Perquimans, Tyrrell, Washington

November 2015 Newsletter

ncdot.gov

NCDOT Reminds Motorists to Keep Alert for Deer During Fall Months



As the temperature starts dropping and leaves start falling, another sign of the changing season is more deer along North Carolina roadways and in turn, a greater chance of hitting a deer.

Between 2012 and 2014, nearly half of the 58,372 animal-related crashes in the state took place from October through December. About 90 percent of those involved deer.

A new [N.C. Department of Transportation study](#) shows there were 17,831 animal-related crashes in 2014 - the lowest number since 2006. But over the past three years, animal-related crashes claimed 11 lives, injured 3,386 drivers and passengers and caused nearly \$145 million in damages.

The top five counties with animal-related crashes reported last year in North Carolina include:

- Wake: 794
- Pitt: 562
- Guilford: 550
- Duplin: 445
- Randolph: 444

[Find out where your county stacks up.](#)

Perquimans and Pasquotank Bridge Replacements More than Half-Way Done

Stay Connected



N.C. Transportation Now

On the latest N.C. Transportation Now, the department awards a contract for construction of a new temporary bridge on Pea Island, a new connector road has opened in Mooresville to provide better access to industrial areas, and tickets are now available for the Santa Train.

[Watch the latest N.C. Transportation Now.](#)

OBX Storm Damage Repairs

Kitty Hawk: Work began Oct. 27 on repairs to a section of N.C. 12/Beach

A project to replace several bridges in Perquimans and Pasquotank counties is more than half-way done.



Muddy Creek Road Bridge

Since 2013, McLean Contracting Co. of Glen Burnie, MD, has worked to replace the following bridges:

- Burnt Mill Road in Perquimans County
- Nixonton Road in Pasquotank County
- Great Hope Church Road in Perquimans County
- Dances Bay Road in Pasquotank County
- Muddy Creek Road in Perquimans County

These replacements are part of a \$5.8 million contract awarded by NCDOT to McLean Contracting in 2013 for the replacement of six bridges in Perquimans County and two bridges in Pasquotank County. All bridges are expected to be complete by spring 2016.

In early November, crews will begin replacement of a 62-year-old bridge on Perry's Bridge Road north of Belvidere over the Perquimans River. Once this replacement is complete, crews will then replace bridges on Turnpike Road and Lake Road in Perquimans County.

[Learn more.](#)

Board Approves Allocation of Additional Funds for Highway and Bridge Maintenance and Preservation

The recently passed state budget will allow NCDOT to make a greater investment in taking care of and improving North Carolina's existing highways and bridges.

The General Assembly appropriated nearly \$500 million in additional funding in the two-year budget (for fiscal years 2016 and 2017) for maintenance and preservation work. NCDOT distributes these funds yearly to the divisions based on need.

The Board of Transportation approved each division's initial funding amount for Fiscal Year 2016 at its August meeting, and approved the additional funding at its October meeting.

Here's what that means for Division 1 for Fiscal Year 2016, which runs July 1, 2015, until June 30, 2016:

- An additional \$2.1 million was allocated to improve

in Kitty Hawk near Milepost 4 that was damaged during a storm in early October.

A \$412,933 contract was awarded to Waff Contracting Inc. of Edenton for the reconstruction of the road between Kitty Hawk Road and Lillian Street, as well as the reconstruction of the dune that was washed away along this stretch of road. Work is expected to be complete by mid-December, weather permitting. During the project, traffic will continue to use U.S. 158/Croatan Highway as a detour route.

Crews will reconstruct the dune using 375 10-foot-long sandbags, which will be installed eight feet below the edge of pavement to protect the road, and then cover the bags with sand. They will also repave the damaged section of N.C. 12/Beach Road and install new sand fencing. The newly constructed dune system will be planted with sea grass in spring 2016.

This new dune will connect to existing sandbag dunes on both sides, allowing for a continuous line of sandbags protecting N.C. 12 in this area.

deficient bridges. This brings the division's total Bridge Program funding to \$7.3 million.

- An additional \$8 million was allocated for resurfacing, bringing the total funding for this type of work to \$33 million.
- An additional \$1.8 million was allocated for highway preservation, bringing the total funding for this type of work to \$5.2 million.
- An additional \$1.7 million was allocated for secondary roads, bringing the total funding for this type of work to \$12.2 million.

This will allow the division to accelerate work that had been planned for next fiscal year.

New Temporary Pea Island Bridge Contract Awarded

Construction will begin soon on the new temporary bridge along N.C. 12 at Pea Island in Dare County.

NCDOT awarded a \$14.3 million contract to T.A. Loving Co. of Goldsboro for the construction of a



Current temporary bridge on N.C. 12 at Pea Island.

new concrete bridge that will replace the existing metal temporary bridge constructed in 2011 at New Inlet following Hurricane Irene.

Work can begin as early as Nov. 30, with traffic on the new bridge by April 12, 2017.

The bridge will be just under a half-mile long, with the southern end 1,100 feet south of the existing temporary bridge. It will include 47 spans, each 50 feet in length, and will have the same elevation as the highest point of the existing temporary bridge.

Traffic along N.C. 12 will continue to use the existing temporary bridge while construction is underway. There will be lane shifts and lane closures in place occasionally throughout construction; however, the road will remain open to traffic.

The new temporary bridge will be easier to maintain than the existing temporary bridge, will have at least a 20-year lifespan, and will allow for better access to and from communities along

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